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ICS Reg.

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9 DEC 1982

DCI/ICS 82-3886
7 December 1982

9 DEC 1982

CMTE 24

MEMORANDUM FOR: Distribution

SUBJECT: SIG (Space): Fifth Orbiter Issue

REFERENCE: My memo, SIG (Space) Meeting, 3 December 1982

FROM: [redacted] 25X1
Acting Director, Assessment & Evaluation

1. Attachment 1 is a proposed summary DCI position statement on this issue. We need to provide this to the Interagency Working Group on Wednesday, 8 December. I will assume your concurrence unless I receive comments from you by COB, 7 December.

2. Also attached, for your information, is some additional NASA-provided information on Alternative 2.

[redacted] 25X1

Attachments (2):
As stated

This memorandum is unclassified when separated from attachments and caveats physically removed.

25X1

[redacted]

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ATTACHMENT 1

7 December 1982
1300 Hours

DCI Position on Fifth Orbiter Issue

The DCI position is that our program does not require a fifth orbiter nor do we wish to assist in funding an additional orbiter. Furthermore, from a national perspective, the need for a fifth orbiter is questionable because the demand model might be overstated.

We are, however, concerned about our current lack of understanding of the long-term operability of the STS and the potential impact of attrition. To be consistent with national space policy, we should be able to assure adequate service to both commercial and foreign governmental users. This requires some reserve capacity to cope with unforseen contingencies and a capability to repair an orbiter after a major casualty. Given these needs, we do not believe it is wise to allow the STS orbiter production base to be shut down completely at this time. Alternative 2, by maintaining orbiter production capability, will preserve our flexibility to respond to future needs at a modest additional cost compared to Alternative 1. Alternative 2 is our preferred choice.

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CLARIFICATION OF FIFTH ORBITER OPTION II-- MAINTAIN ORBITER PRODUCTION CAPABILITY

This option maintains the production capacity of selected structural parts and major structural assemblies for an additional 1 to 2 years (depending on the element) beyond the normal close-down of the fourth Orbiter. The selected structural parts are those most likely to be damaged in handling incidents or landing accidents (rudder, elevons, speed brake, landing gear, landing gear doors). These parts will be totally finished and ready for installation on the Orbiter when needed. The major structural assemblies are the wings, aft thrust structure engine compartment, crew module including the nose and cockpit, the mid and aft fuselage sections, payload doors, vertical tail and the Orbit Maneuvering System pods. The wings, engine compartment and mid-fuselage will be delivered in FY86, the other parts and assemblies will be delivered in FY84 and FY85. All the major structural assemblies will be completed only up to the point where they are ready for installation of thermal protection system, plumbing, wire harneses, and major electrical, propulsion and hydraulic components. The cost for Option II (in millions of FY84 dollars) is:

FY84	FY85	FY86	FY87	TOTAL
$90-110	$100-120	$90-115	$60-90	$350-435

The lead time to deliver an Orbiter will be reduced about 1 to 2 years from the 5 years in Option III (exclusive of engines, which would be started under spares).

For comparison, the cost of Option I to close-down the Orbiter production is:

FY84	FY85	FY86	FY87	TOTAL
$65	$85	$40	$40	$230

Close-down includes supplemental spares, documentation, storage of tooling and attendant sustaining engineering. Long-lead major structural assemblies are not included in supplemental spares.

For comparison, the cost of Option III to continue full Orbiter production with delivery of the fifth Orbiter in late 1988 is:

FY84	FY85	FY86	FY87	FY88	FY89	TOTAL
$200	$325	$350	$350	$320	$50	$1,595

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